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REVIEWS SOVIET-POLISH TRADE COOPERATION

TELLS POSTWAR TRADE GROWTH -- Trybuna Ludu, No 108, 20 Apr 50

Poland made its first trade agreement with the USSR in October 1944. This, however, was an act of direct material aid rather than a trade agreement. At that time Poland received tens of thousands of tons of basic commodities which alleviated the needs of the masses, and payment for these commodities began only after Poland was able to pay.

In 1945, after the establishment of CEMA, the Polish-Soviet commodity exchange reached a total of 260 million rubles, calculated according to the present value of the ruble. In 1947 it exceeded the 1945 level 2.2 times. In 1948 two basic agreements were signed. The first envisaged trade during the next 5 years totalling 4 billion rubles (present value). The second involved delivery to Poland of machines and industrial equipment worth 1.8 billion rubles (present value). These deliveries are being made on the basis of long-term credit, to be repaid with exports of Polish goods.

The agreement covering investment goods not only assures Poland of machines and equipment for many metallurgical plants, chemical factories, electric power plants, and cement works, but also provides for the construction of new plants by the USSR, including the Nowa Huta metallurgical combine already under construction. This combine will produce more than the entire prewar Polish metallurgical industry. In the petroleum industry, large drilling machinery capable of drilling 3,000 meters deep is already in operation. Ever-increasing numbers of bulldozers, excavators, and other heavy construction equipment are coming in, and will permit mechanization of Polish construction operations. Power-generating machines, farm equipment, and scientific instruments are also being delivered to Poland. In 1950 Poland will receive equipment for cotton spinning mills, and for rectifying substations.

The commodity exchange between Poland and the USSR has grown since the trade agreement of January 1948. In 1949 trade was 39 percent higher than the amount envisaged in the agreement, and 58 percent higher than in 1947. According to the reciprocal trade agreement signed in Moscow in January 1950, total trade between the two countries will be 34 percent greater than in 1949.

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In 1950, Poland will receive from the USSR 85 percent of its cotton requirements, 64 percent of iron ore, 100 percent of manganese and manganese ores, over 50 percent of iron alloys, and 70 percent of the fats. A major portion of imported raw materials comes from the Soviet Union. Only 10 percent of the cotton received from the USSR goes into the production of fabrics exported to the USSR; 90 percent is used for domestic consumption and for exports to other countries.

Polish exports to the Soviet Union are changing in character. Whereas formerly coal constituted 50 percent of total exports to the USSR, in 1948 Polish coal exports to the USSR did not exceed 20 percent. The share of textiles increased from 17 percent in 1945 to 31 percent in 1949. Exports of railroad cars, locomotives, and other transportation equipment, lathes, and other machinery are also growing.

AUTOMOTIVE EQUIPMENT IMPORTED -- Gazeta Handlowa, No 18, 4 Mar 50

During 1950, the USSR will be the main supplier of motor vehicles to Poland. ZIS heavy-duty trucks, new-type ZIS dump trucks, and KD-35 and Stalinets-80 caterpillar tractors will be received by Poland. For the first time, Poland will receive Soviet-made passenger cars during 1950.

Czechoslovakia will supply passenger cars, tractors, and Jawa-250 motorcycles. Fiat passenger cars, trucks, and buses will be received from Italy. Special-type automotive equipment such as refrigerated trucks, fire trucks, and garbage trucks will come from Denmark.

In 1950, the state automotive industry will supply the domestic market with a larger number of motorcycles than in 1949 through the Motozbyt store network. These motorcycles will be the well-known SHL-125's and modernized and improved SOKOL-125's at no change in price. Because of the increased demand for bicycles, especially in villages, the domestic supply will have to be supplemented by bicycles imported from the German Democratic Republic.

POLAND'S AUTOMOTIVE INDUSTRY TO HAVE LARGE EXHIBIT -- Gazeta Handlowa, No 21, 15 Mar 50

Poland's automotive industry will exhibit a large assortment of vehicles this year at the Poznan International Fair. Men's, women's, and children's bicycles of all types, such as the famous Baltyk racing model, and tourist, sport, and export models will be exhibited. SHL and Sokol motorcycles, well known among sportsmen in Poland and foreign countries, will also be shown.

Automobile and tractor operators will have a chance to become acquainted with the parts-manufacturing industry in Poland. Twelve Star-20 trucks and 12 URSUS-45 KM tractors will be demonstrated. The ZST (Automotive Equipment Factory) will exhibit automobile and tractor parts.

This year, Poland began to produce automobile trailers on a large scale. These trailers will be exhibited, as will a tractor with a two-wheel, 6-ton trailer. High-compression S-60 and S-64 engines for industrial and agricultural uses and models of S-61, S-62, and S-63 industrial engines made recently by the CBKPM (Central Engineering Office of the Automotive Industry) will be demonstrated. In addition, 12 fire-fighting power pumps, Models M-200 and M-300, will be shown. CBKPM will also exhibit a bus chassis. Poland up to now has manufactured only bus bodies; now complete buses, adaptable to Polish roads, will be manufactured. The S-42 engine will be given endurance and performance tests. A testing machine will gauge the temperature, revolutions, and load factor of the engine.

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